# Dover/Kent County
# Metropolitan Planning Organization



# Transportation
# Data Information Booklet
# 2010

# 2011

## Executive Director: Rich Vetter

## Principal Planner: Jim Galvin
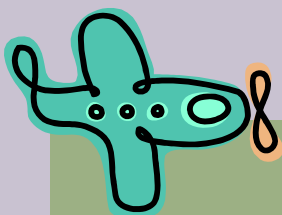
## Public Liaison: Kate Layton

## Executive Secretary: Catherine Samardza

## Interns: Arthur Wicks and Michael Tholstrup

The information in this data booklet is mainly from 2010. However, some is older, and some is from 2011, as the information became available. We hope you find this publication informative and enjoyable.

— *The Dover/Kent County MPO*

It's a busy world out there with places to go, people to see and goods to ship. Wherever we go, and however we get there, there is a network of passages to follow.

Planning  transportation networks, doesn't happen overnight. That's why the Dover/Kent County Metropolitan Planning  Organization (MPO) invites the talents of Kent County's transportation and planning communities to create a blueprint for the safest and most efficient way to get people, goods and services where they need to go.

The Dover/Kent County MPO:
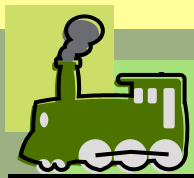*Planning transportation for you, for me, for everyone.*

# Table of Contents

# Traffic

Traffic can be one car on a country road or hundreds of vehicles on an urban highway. Three measures are used to define traffic in Kent County: Average Annual Daily Traffic (AADT), Level of Service (LOS), and Vehicle Miles Traveled (VMT).

## Why is AADT Important?

Annual Average Daily Traffic (AADT) calculates the average number of cars that are on the road throughout the year. AADT is determined by taking Average Daily Traffic (ADT) counts and adjusted for Seasonal Adjustment Factors (SAF). The Delaware Department of Transportation (DelDOT) uses 78 Automatic Traffic Recorder Stations throughout the state, 18 of which are in Kent County, to record traffic counts each day.

## Level of Service

Level of Service is a measurement of road usage. Levels are listed from "A" to "F" like grades on a school report card to indicate the quality of travel that motorists perceive.

A&B: Traffic flows freely with few stops and brief delays

C: Traffic flows well; delays seem reasonable

D: Traffic moves, but motorists sense congestion

E: Traffic slows; delays seem long. The road is crowded

F: Traffic is stop-and-go with long delays. Traffic is more than road can handle

### Table Explanation:

Volume to Capacity (V/C) Ration is the volume of traffic divided by the amount of traffic the road can carry.
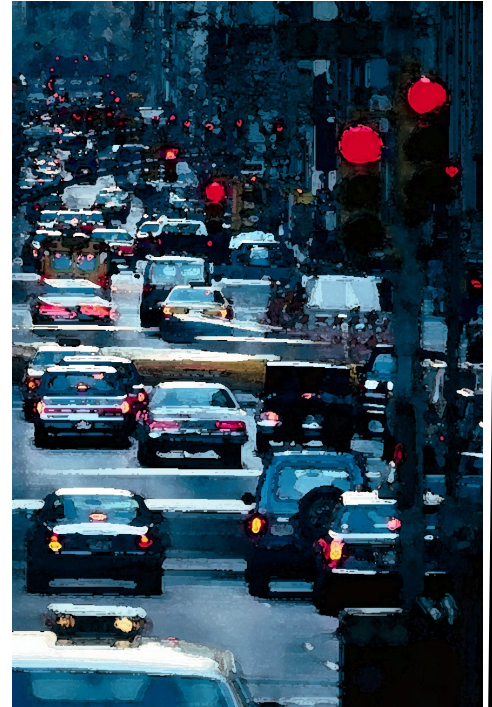
| LOS | V/C Ratio |
|-----|-----------|
| A | < 0.35 |
| B | .35-.55 |
| C | .55-.76 |
| D | .76-.90 |
| E | .90-1.0 |
| F | >1.0 |

# AADT MAP



Annual Average Daily Traffic

2010 Kent

- < 100
- 101 - 1000
- 1001 - 5000
- 5001 - 10000
- 10001 - 20000
- > 20000

Smyrna

Clayton

Dover

Wyoming

Camden

Harrington

Milford

Source : DeDOT AADT

Dover/Kent County MPO
Metropolitan Planning Organization

N

# AADT MAP (Percent Change)



Legend: AADT Percentage Change 2001 to 2010
- -87 - -21 %
- -20 - 16 %
- 17 - 65 %
- 66 - 152 %
- 153 - 372 %
- 373 - 940 %
- 941 - 2409 %

Source: DelDOT AADT

Dover/Kent County MPO
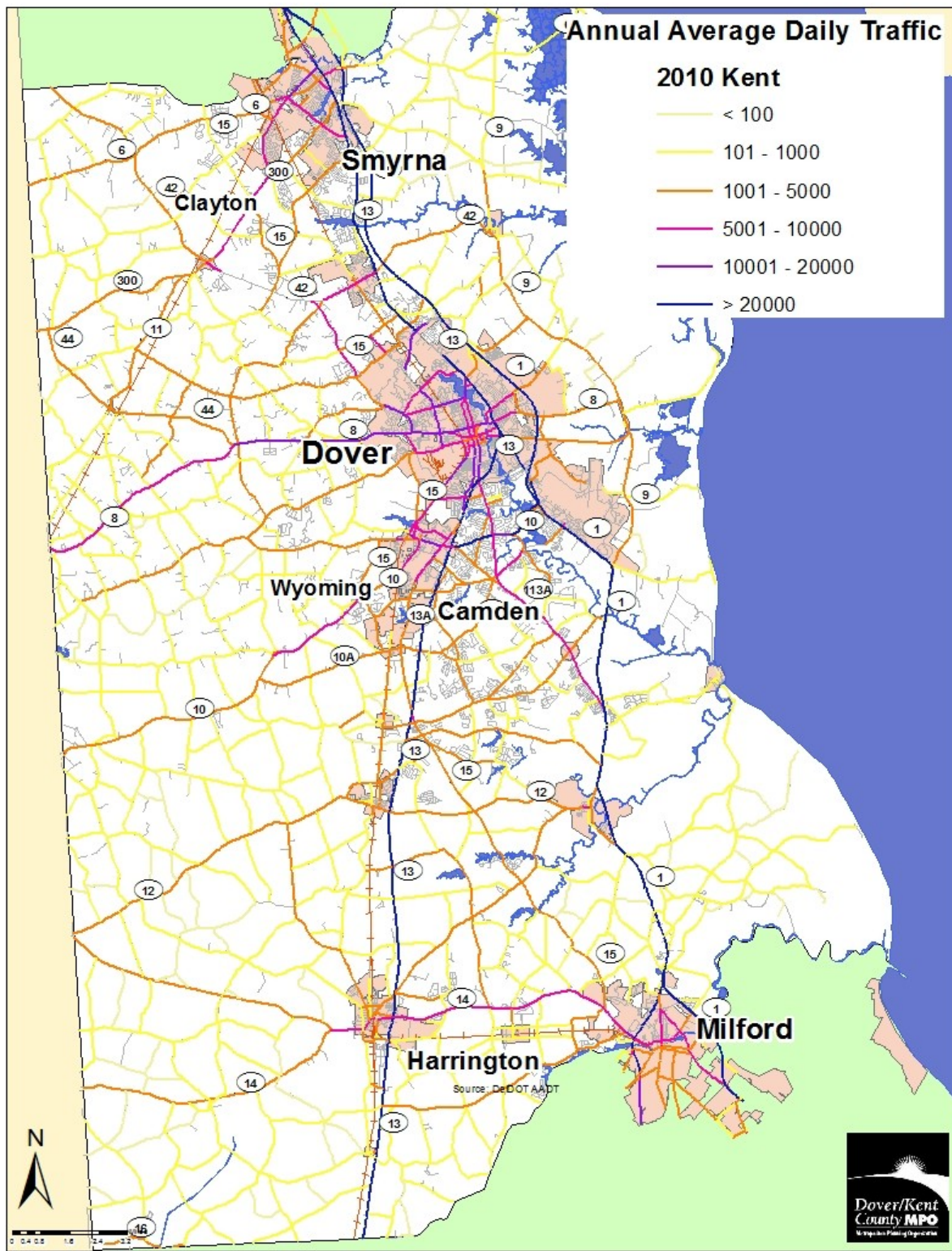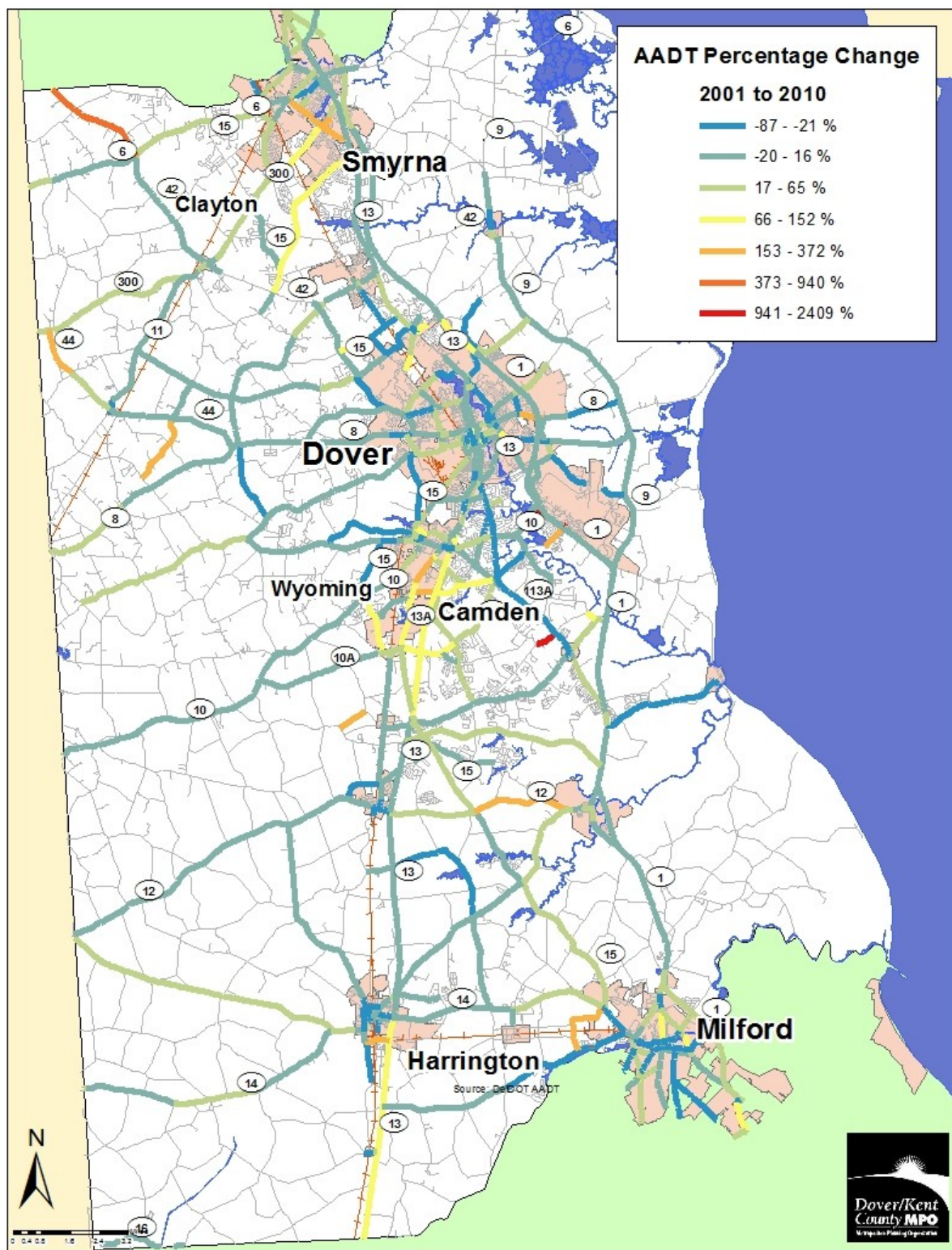
# VMT (Vehicle Miles Traveled)

Thousands of cars travel Kent County roads each day. Calculating VMT helps to determine the distance each of these cars travels. Daily Vehicle Miles Travelled (DVMT) is calculated by taking a driver's average trip length and multiplying it by the total number of daily trips.

| Year | DVMT (in millions) |
|------|--------------------|
| 2004 | 4,445 |
| 2005 | 4,545 |
| 2006 | 4,601 |
| 2007 | 4,655 |
| 2008 | 4,447 |
| 2009 | 4,471 |
| 2010 | 4,179 |
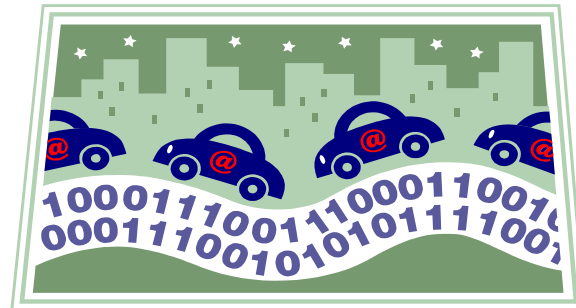
According to the 2010 U.S. Census, Kent County's population is 162,310. Forty-eight percent of that population is male and 51.9% are female.

## Who's Driving?

| Year | Number of Valid Drivers | Male Drivers Percentage | Female Drivers Percentage | Registered Vehicles |
|------|-------------------------|-------------------------|---------------------------|---------------------|
| 2001 | 85,753 | 45.72% | 54.28% | 85,456 |
| 2002 | 88,395 | 45.66% | 54.34% | 88,691 |
| 2003 | 91,205 | 45.74% | 54.26% | 91,490 |
| 2004 | 94,460 | 45.78% | 54.22% | 94,560 |
| 2005 | 97,168 | 45.67% | 54.33% | 98,886 |
| 2006 | 98,823 | 45.62% | 54.38% | 101,573 |
| 2007 | 100,361 | 45.55% | 54.45% | 103,161 |
| 2008 | 114,799 | 48.08% | 51.92% | 139,496 |
| 2009 | 115,365 | 48.60% | 51.40% | 135,889 |
| 2010 | 116,296 | 47.99% | 52.01% | 133,982 |

The 2008-2010 registered vehicle numbers are based on tag types and not necessarily vehicle types. The 2009 and 2010 figures for registered vehicles does not include trailers or farm tractors. — *Source: Delaware Division of Motor Vehicles*

# HPMS

The Highway Performance Monitoring System (HPMS) is a national database of information that serves the needs of state and local governments, MPO's, and other customers in assessing highway condition, performance, air quality trends, and future investments for the functional classification of the nation's roadways.

The data obtained from HPMS serves as a basis for determining the level of federal-aid funding states receive by congress using bi-annual condition and cerformance reports. This ultimately affects every state that contributes data to the HPMS. Below are some of the data Delaware reports to the HPMS.

*—Source: DelDOT*

## Roadway Mileage by Functional Class for Kent County

| Functional Class | Route Miles 2010 | % of Total 2010 | Lane Miles 2010 | % of Total 2010 |
|---|---|---|---|---|
| Interstate | 0 | 0.00% | 0 | 0.00% |
| Freeway & Expressway | 20 | 1.32% | 85 | 2.67% |
| Other Principal Arterials | 37 | 2.45% | 149 | 4.68% |
| Minor Arterials | 115 | 7.62% | 289 | 9.09% |
| Collectors | 268 | 17.75% | 537 | 16.88% |
| Local | 1070 | 70.86% | 2121 | 66.68% |
| **TOTAL** | **1510** | **100%** | **3181** | **100%** |

### Route Miles by Category in Kent County (2010)



- Interstate
- Other Freeways & Expressways
- Other Principal Arterials
- Minor Arterial
- Collectors
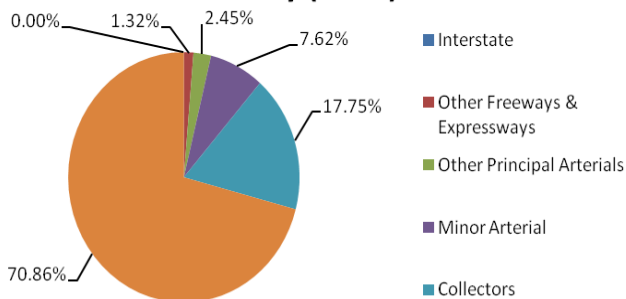
This pie chart shows the distribution of route miles among the various roadway classifications. Local roadways (70.86% of the Route Miles in Kent County) represent any road that provides direct access to land or routes with a higher classification.

**Route Miles: are:**

Miles of road in Kent County

**Lane Miles: are:**

Miles of road multiplied by the number of lanes

## Travel Speed

The map below shows the percent difference between the posted speed and the average speed on selected roads in Kent County. The difference is calculated by subtracting the average speed from the posted speed and dividing the difference by the posted speed. On green roads, travel was 25 percent faster than the posted speed. On red roads, travel was 25 percent slower than the posted speed.

Travel Time and Delay Study- Fall 2010- Kent County
### Percent Difference Between Posted Speed and Mean Speed - AM
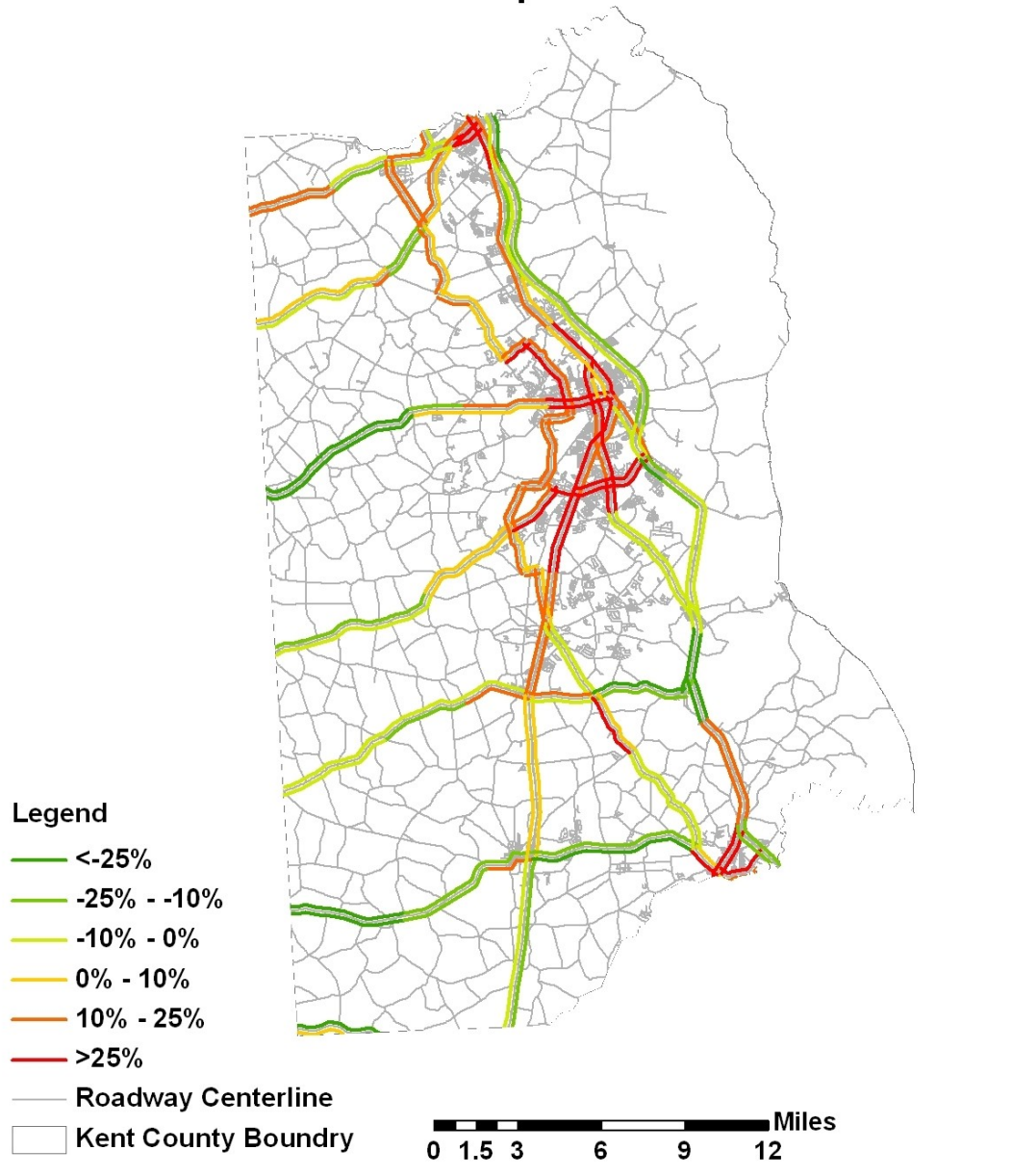
Legend

—— <-25%

—— -25% - -10%

—— -10% - 0%

—— 0% - 10%

—— 10% - 25%

—— >25%

—— Roadway Centerline

▢ Kent County Boundry

Miles

0  1.5  3        6        9       12

# Travel Speed

The map below shows the percent difference between the posted speed and the average speed on selected roads in Kent County. The difference is calculated by subtracting the average speed from the posted speed and dividing the difference by the posted speed. On green roads, travel was 25 percent faster than the posted speed. On red roads, travel was 25 percent slower than the posted speed.

Travel Time and Delay Study- Fall 2010- Kent County

## Percent Difference Between Posted Speed and Mean Speed - PM

Legend

— <-25%

— - 25% - -10%

— -10% - 0%

— 0% - 10%

— 10% - 25%

— >25%

— Roadway Centerline

☐ Kent County Boundry

Miles

0  1.5  3      6      9      12

# Crashes

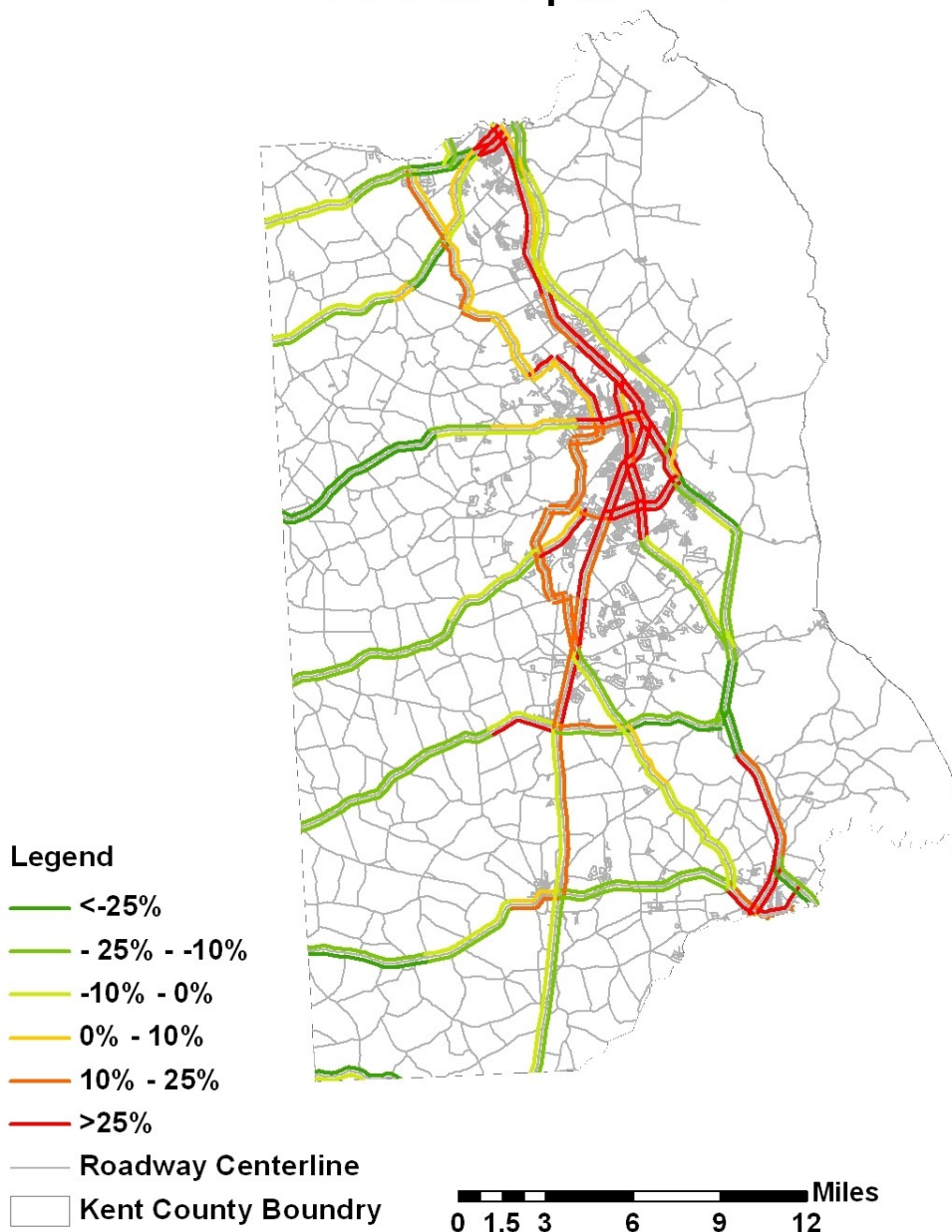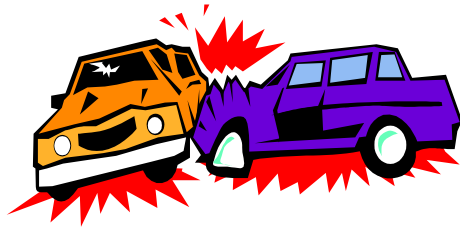Safety is always a concern. Here is crash-related data for Kent County.
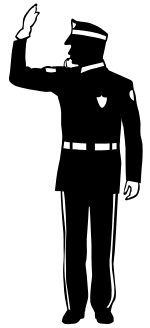
## For Kent County between 2002 and 2010

### Crash Comparison
### Bicycles, Pedestrians and Automobiles

Automobiles: 2599, 2756, 2678, 2593, 2707, 3371, 3238, 3275, 3015

Pedestrians: 18, 16, 29, 33, 40, 29, 36, 29, 55

Bicycles: 13, 11, 15, 19, 19, 16, 21, 18, 29

2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010

— Bicycles  — Pedestrians  — Automobiles
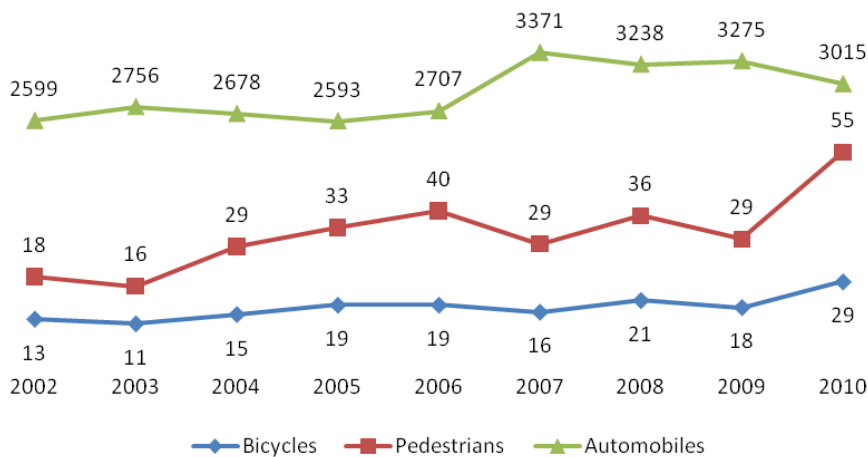
Kent County vehicle crashes decreased 8% between the years 2009 and 2010

There were 256 alcohol related crashes in Kent County in 2010.

## Crash Rates

Crash rates (per 100,000 population) provide a fair and relevant way to compare crash data between the three counties in Delaware and statewide crash data. A crash rate per 100,000 population signifies the amount of crashes that occurred for every 100,000 people.

| Crash Rate (per 100,000 population) | New Castle County | Kent County | Sussex County | Statewide |
|---|---|---|---|---|
| Fatal Crashes | 8.36 | 12.32 | 14.71 | 10.47 |
| Alcohol Related Crashes | 2.79 | 6.78 | 5.58 | 4.12 |
| Bicycle Crashes | 16.53 | 17.87 | 20.29 | 17.60 |
| Pedestrian Crashes | 54.78 | 33.89 | 29.42 | 45.44 |

Source : Delaware State Police

# Fatalities

There were 94 fatal auto crashes in Delaware in 2010, down by 8% from 102 fatalities in 2009. Kent County had the fewest auto-related fatalities of Delaware's three counties in 2010.

## Fatal Crash Comparison
## Bicycles, Pedestrians and Automobiles
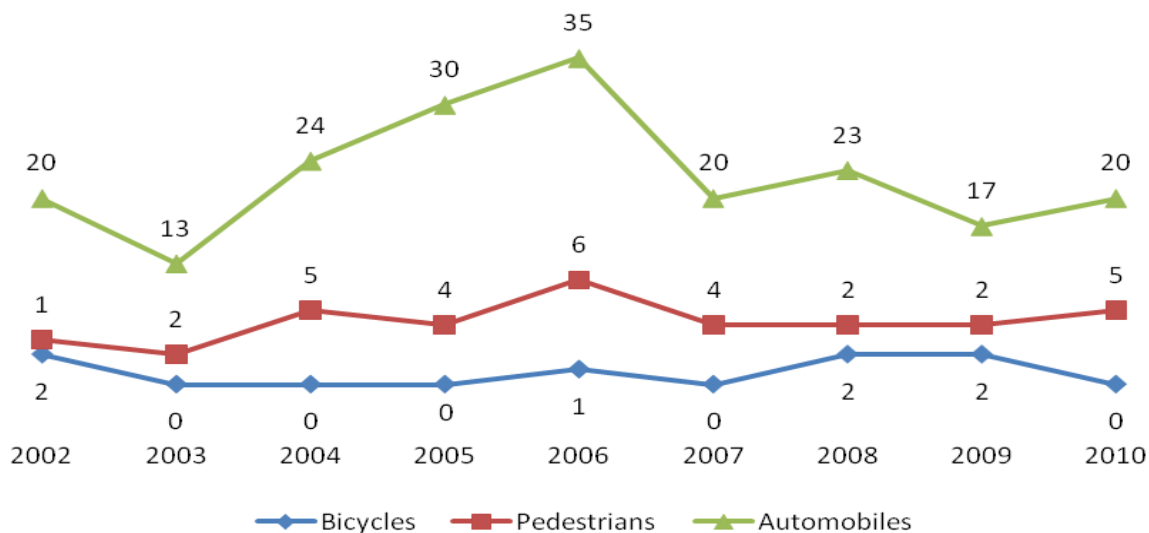


Reported fatal crashes in Kent County (2002-2010) —Source Delaware State Police

| Fatality Rate (per 100,000 population) | New Castle County | Kent County | Sussex County | Statewide |
|---|---|---|---|---|
| Fatal Crashes | 8.91 | 14.79 | 15.72 | 11.47 |
| Alcohol Related Crashes | 2.97 | 6.78 | 6.09 | 4.34 |
| Bicycle Crashes | 0.19 | 0.00 | 1.01 | 0.33 |
| Pedestrian Crashes | 2.60 | 3.08 | 1.52 | 2.45 |

Fatality rates (per 100,000 population) provide a fair and relevant way to compare crash data between the three counties in Delaware and statewide crash data. A fatality rate per 100,000 population signifies the number of crash related fatalities that occurred for every 100,000 people.

# Safety Programs

Delaware has many programs to help keep travelers safe. The **Highway Safety Improvement Program (HSIP)** is a comprehensive safety program whose goal is to reduce fatal and injury crashes on highways. As a part of HSIP, four other programs exist to evaluate unsafe roads and crossings. The **Hazard Elimination Program (HEP)** evaluates safety conditions and recommends improvements for high crash locations. The **High Risk Rural Roads Program** evaluates safety conditions and recommends improvement for high crash rural collector and rural local roads. The **Strategic Highway Safety Plan** is the state's collaborative plan to reduce fatal crashes, and the **Highway/Rail Grade Crossing Safety Program** annually reviews each highway rail grade crossing for safety.

# Transit

DART First State (DART) is Delaware's transit service for fixed-bus routes and paratransit service. Delaware Transit Corporation (DTC), a division of DelDOT, operates DART. DART offers weekday service between Smyrna, Dover, and Milford, and throughout the greater Dover region. Saturday service exists in the Dover area. For detailed times, schedules, and route maps, visit DART's Web site at www.DartFirstState.com .

Reduced Fares are for people who are ages 65 & over, or who have a certified disability.

All fixed-route bus trips are one zone except for some trips on Route 303.

| Bus Fares (One Way Trip) | | |
| --- | --- | --- |
|  | **1 Zone** | **2 Zones** |
| Cash | $1.00 | $2.00 |
| Cash (Reduced Fare) | $0.40 | $0.80 |
| Daily Pass | $2.10 | $4.20 |
| Children (46" Tall or less) | Free | Free |
| Blind | Free | Free |

# DART Routes

## Local Weekday Routes

| Route # | Description |
|---------|-------------|
| 100 | Forest Ave. (Dover Transit Center to Greentree Village Shopping Center) |
| 101 | Walker Rd. (Dover Transit Center to Greentree Village Shopping Center) |
| 102 | Gateway West (Dover Transit Center to Gateway West Shopping Center) |
| 103 | Rodney Village (Dover Transit Center to Rodney Village Shopping Center) |
| 104 | Walmart (Dover Transit Center to Walmart) |
| 105 | Moores Lake Ctr. (Dover Transit Center to Gateway South) |
| 106 | Dover AFB (Dover Transit Center to Camden Walmart) |
| 107 | Blue Hen Corporate Center (Dover Transit Center to Blue Hen Corporate Center) |
| 108 | Towne Point (Dover Transit Center to Townsend Blvd.) |
| 109 | Dover Mall (Dover Transit Center to Walmart) |
| 112 | Del Tech (Dover Transit Center to Scarborough Rd.) |
| 113 | West Dover (Dover Transit Center to Dover Mall) |
| 117 | Harrington-Dover (Harrington to Dover) |
| 120 | Dover-Cheswold-Smyrna (Dover to Smyrna) |

## Local Saturday Routes

| Route # | Description |
|---------|-------------|
| 101 | Walker Rd. (Dover Transit Center to Greentree Village Shopping Center) |
| 104 | Walmart (Dover Transit Center to Walmart) |
| 107 | Blue Hen Corporate Center (Dover Transit Center to Blue Hen Corporate Center) |
| 109 | Dover Mall (Dover Transit Center to Walmart) |
| 112 | DelTech (Dover Transit Center to Scarborough Rd.) |

## Intercounty Routes

| Route # | Description |
|---------|-------------|
| 301 | Inter-county New Castle/Kent (Dover to Wilmington) |
| 303 | Dover to Georgetown |
| 305 | Beach Connection (Seasonal) |

# GoLink Service

The GoLink Flex service is available from 6 a.m. to 6 p.m. Monday through Friday for fixed route bus stops. GoLink Flex service provides additional accessibility to riders who live beyond walking distance of a DART fixed route bus stop. Riders who live within designated Flex Zones are able to make reservations for connections between their community and a fixed route bus stop. GoLink Night service provides the convenience of service between 6 p.m. to 9 p.m. to commuters within the Dover area through the existing paratransit service. Reservations for these services must be made between one and seven days in advance of the day of service. For more information, visit www.DartFirstState.com.

Central Dover Map showing bus routes 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 112, 113, 120, 301, 303. Labeled streets include Division St, Queen St, New St, Governors Ave, Bradford St, State St, American Ave, Park Dr, West St, Reed St, Forest St, Kirkwood St, Kings Hwy, Loockerman St, Duke of York St, Federal St, William Penn St, Legislative Ave, Liberty St, Kerbin St, North St, Bank Ln, Water St, Elm Ter, South St.

Labeled locations: Wesley College Chapel, Dover Library, Dept of Natural Resources, Post Office, City Hall, Legislative Hall, Federal Building, Courthouse, County Admin Building, Court #7, Dover Transit Center, Kent General Hospital.

N (north arrow)

Central Delaware Transit Routes

Regional Bus Routes

| | |
|---|---|
| ▬ | 117 |
| ▬ | 120 |
| ▬ | 301 |
| ▬ | 305 |
| ▬ | 303 |

Smyrna

Clayton

Dover

Wyoming

Camden

Harrington

Milford

Source : DelDOT - DTC

Dover/Kent County MPO
Metropolitan Planning Organization

| Fixed Route | | Paratransit | |
|---|---|---|---|
| Year | Passengers | Year | Passengers |
| 2001 | 301,623 | 2001 | 140,289 |
| 2002 | 308,716 | 2002 | 127,660 |
| 2003 | 303,914 | 2003 | 130,214 |
| 2004 | 308,759 | 2004 | 150,241 |
| 2005 | 340,856 | 2005 | 157,346 |
| 2006 | 364,781 | 2006 | 169,171 |
| 2007 | 376,223 | 2007 | 176,716 |
| 2008 | 409,942 | 2008 | 183,383 |
| 2009 | 468,942 | 2009 | 193,916 |
| 2010 | | 2010 | |

DART buses are everywhere. But how many people actually ride the bus each year? How many miles do the buses travel when taking their passengers to their destinations? Here a few quick facts:

## Saturday Service

| 2009-10 Totals | | 2008-09 Totals | |
|---|---|---|---|
| July 09 | 1,321 | July '08 | 1821 |
| August | 2,342 | August | 2437 |
| September | 1,884 | September | 1358 |
| October | 2,274 | October | 1710 |
| November | 2,008 | November | 2081 |
| December | 1,345 | December | 1589 |
| January'10 | 2,001 | January '09 | 1866 |
| February | 1,381 | February | 1589 |
| March | 1,750 | March | 1882 |
| April | 1,765 | April | 1927 |
| May | 2,087 | May | 2205 |
| June | 1,823 | June | 1911 |
| Total | 21,981 | Total | 23,376 |

# Passengers Per Mile

How do you measure the productivity of a transit system like DART's fixed-route bus service? Passengers Per Mile is one method. Passengers Per Mile calculates the total number of passengers who ride a given route over the total miles that route travels. The more passengers that ride that route, the higher the ratio. A higher ratio means the route is more productive.

## Local Fixed Bus Routes

By this measure, Route 107 is the most productive with a Passenger Per Mile Ratio of 1.49. Route 107, the Capital Complex-Blue Hen Corporate Center Loop, provides weekday and Saturday service to the Dover Transit Center, the Blue Hen Corporate Center, the DelDOT Administration Building, the DART Administration Building and the Tudor Industrial Park.

| Route | Passenger Per Mile Ratio | | Percent Change Since 2009 |
|---|---|---|---|
| | 2009 | 2010 | |
| 100 | 0.33 | 0.33 | 0.00% |
| 101 | 1.03 | 1.25 | 21.36% |
| 102 | 1.25 | 1.39 | 11.20% |
| 103 | 0.85 | 1.04 | 22.35% |
| 104 | 1.32 | 1.32 | 0.00% |
| 105 | 0.63 | 0.65 | 3.17% |
| 106 | 0.41 | 0.38 | -7.32% |
| 107 | 1.39 | 1.49 | 7.19% |
| 108 | 0.85 | 0.90 | 5.88% |
| 109 | 1.50 | 1.47 | -2.00% |
| 112 | 1.16 | 1.06 | -8.62% |
| 113 | 0.79 | 0.81 | 2.53% |
| 117 | | 0.16 | N/A |
| 120 | | 0.30 | N/A |

| Intercounty Fixed-Routes | | | |
|---|---|---|---|
| Route | Passenger Per Mile Ratio | | Percent Change Since 2009 |
| | 2009 | 2010 | |
| 301 | 0.41 | 0.36 | -12.20% |
| 303 | 0.18 | 0.20 | 11.11% |
| 305 | | 0.23 | N/A |

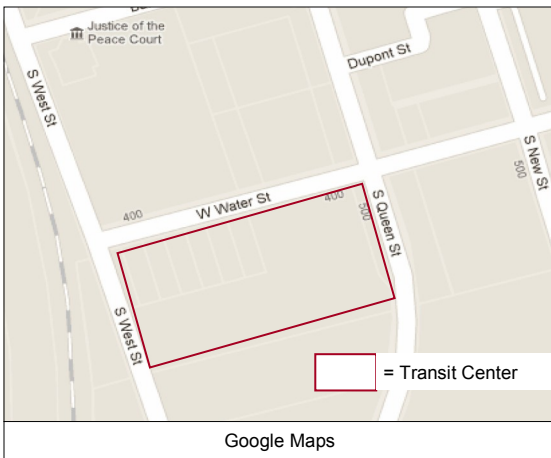| Paratransit | | | |
|---|---|---|---|
| Route | Passenger Per Mile Ratio | | Percent Change Since 2009 |
| | 2009 | 2010 | |
| Para-transit | 0.10 | 0.10 | 0.00% |

# Dover Transit Center

The new Dover Transit Center opened in December 2010 at the intersection of Water and Queen Streets near downtown Dover. This new transit hub is two blocks from one the Delaware Department of Transportation (DelDOT) operated at Water Street and South Governor's Avenue. The $5.3 million hub has a larger passenger shelter, parking lot and bus driveways, newspaper kiosks and bike racks. Funding for the new transit center came from the 2009 Federal American Recovery and Reinvestment Act (ARRA). Routes 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 112, 113, 120, 301, and 303 stop at the Dover Transit Center.

According to the Delaware Transit Corporation, between January 1, 2011 and June 10, 2011, the Dover Transit Center had an average of 1044 passenger departures and 866 passenger arrivals each day.





Google Maps



# Dover Transit Center Neighborhood Plan



Dover Transit Center Neighborhood Plan and Design Book

March 9, 2011

In Fall 2010, the Dover/Kent County MPO and the City of Dover held a multiday workshop, or charrette, to explore how the neighborhood surrounding the new Dover Transit Center could evolve over the next several years. The result was the Dover Transit Center Neighborhood Plan.

The purpose of the plan and its guidelines is to provide the City of Dover with a development planning strategy for the area surrounding the transit center, using the hub as an impetus for redevelopment. It also offers strategies to improve all modes of transport throughout downtown, and re-energize downtown Dover as a place worthy of the capital of the First State. The MPO Council approved and adopted the plan in 2011 and Dover City Council endorsed the plan as a strategy to revitalize Downtown Dover.

# Park-n-Ride and Park-n-Pool

The numbers listed with each Park-n-Ride and Park-n-Pool location correspond with the numbers on the map.
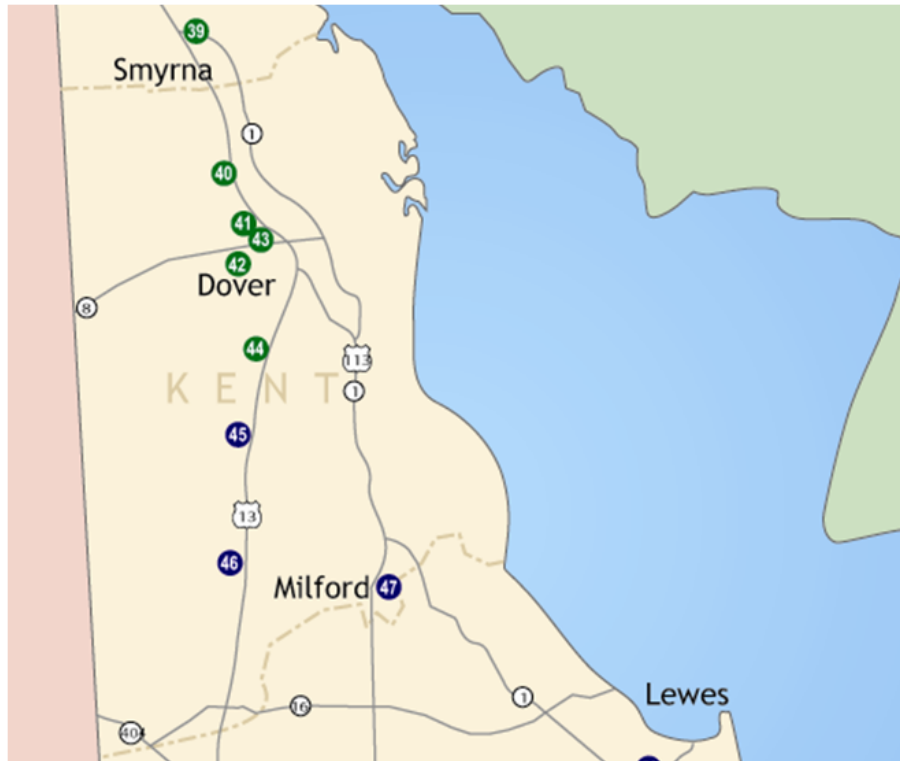


## Kent County Park-and-Ride Locations

Scarborough Road, Dover #40
Routes: 112, 120, 301, 305

Delaware Agricultural Museum #41
866 North DuPont Hwy., Dover
Routes: 109, 112, 120

Dover Transit Center #42
Routes: 100-109, 112, 113, 120, 301, 303

St. Andrew's Lutheran Church #43
425 North DuPont Hwy., Dover
Routes: 108 (Board on Townsend Blvd. at K-Mart)
109 (Board on US 13 in front of K-Mart)

Faith Community Church #44
2240 South DuPont Hwy., Dover
Routes: 104, 303

## Kent County Park-and-Ride Locations

Shore Stop  #45
US 13 & Road 31, Canterbury

Harrington Moose Lodge  #46
US 13, Harrington

Milford Bowling Lanes #47
809 North DuPont Hwy., Milford

# RideShare Delaware

RideShare Delaware is a program administered by DART that helps commuters find and use alternative modes of transportation including carpools, vanpools, transit and supportive bicycle or pedestrian facilities. The goal of RideShare Delaware is to reduce single occupancy vehicle trips as a way to improve air quality and manage traffic congestion. To learn more about the program, visit RideShare Delaware's website at www.ridesharedelaware.org or call toll free at 1-888-RIDE-MATCH.



**Kent County had 786 people registered in RideShare Delaware as of June 2011.**

Kent County Mode Split represents the proportion of people registered with RideShare Delaware and the mode of transportation that they have indicated. RideShare Delaware users can access their account online to specify their current transportation mode for commuting. Users that drive alone may have not found a ride partner yet or have discontinued use of the RideShare program. RideShare users that have indicated that they are carpooling, vanpooling, walking, bicycling or using transit are eligible for RideShare Delaware's "Guaranteed Ride Home".

RideShare Delaware offers free ride matching services for commuters working in Delaware as well as for parents of Delaware school students. It offers an emergency ride home benefit for registered commuters actively using the service. Delaware employers also are eligible for vanpool service and transportation benefit assistance.

| Kent County Mode Split (As of June 2011) | |
|---|---|
| **Mode** | **Kent County's Participants % of Mode Total** |
| Drive Alone | 41.6% |
| Carpool | 25.8% |
| Vanpool | 3.2% |
| Transit | 26.2% |
| Bicycle | 1.3% |
| Walk | 1.7% |
| | Source: RideShare Delaware |

| Commute Patterns of Kent County Employees/Residents Registered with RideShare | | | | | | |
|---|---|---|---|---|---|---|
| Kent County Residents Commuting **to:** (770 commuters) | | | | | | |
| New Castle County | Kent County | Sussex County | Other | | | |
| 651 | 90 | 26 | 3 | | | |
| 84.5% | 11.7% | 3.4% | 0.4% | | | |

| Commute Patterns of Kent County Employees/Residents Registered with RideShare | | | | | | |
|---|---|---|---|---|---|---|
| Kent County Employees Commuting **from:** (587 commuters) | | | | | | |
| New Castle County | Kent County | Sussex County | Maryland | Pennsylvania | New Jersey | Virginia |
| 341 | 90 | 53 | 8 | 76 | 18 | 1 |
| 58.1% | 15.3% | 9.0% | 1.4% | 12.9% | 3.1% | 0.2% |

# DTMS

The Delaware Trip Monitoring System survey was put together by the University of Delaware for DelDOT to answer the questions of where people go, how they get there, and how often they travel. Below are some interesting facts about Kent County residents that came out of the survey.

| Trip Purpose by Three-Year Average | | | |
|---|---|---|---|
| Destination | 2008 – 2010 | 2007 – 2009 | 2006 – 2008 |
| Work | 31.2% | 32.0% | 35.2% |
| Store | 17.6% | 17.5% | 16.0% |
| Drop Off/Pickup | 9.2% | 8.3% | 8.2% |
| Social | 7.6% | 7.6% | 5.9% |
| Recreation | 7.2% | 7.2% | 6.7% |
| School | 6.5% | 6.2% | 5.0% |
| Other | 6.1% | 6.8% | 8.3% |
| Doctors (Medical) | 4.7% | 4.4% | 4.5% |
| Dining Out | 4.6% | 4.4% | 4.6% |
| House of Worship | 2.3% | 2.1% | 1.9% |
| Bank or Post Office | 1.6% | 2.2% | 2.2% |
| Child Care | 0.7% | 0.9% | 0.9% |
| Barber/Hairdresser | 0.4% | 0.4% | 0.4% |
| Public Transportation Stop | 0.1% | 0.0% | 0.3% |

Responses to the Delaware Trip Monitoring Survey have remained relatively stable over the past few years, with only minute changes in the destination percentages. Excluding trips to one's home, the 2008-2010 trip purpose averages indicated that the majority of vehicle trips were to work or to a store.

# Senior Drivers

Delaware has more than 250,000 drivers over the age of 60, giving Delaware the fastest growing aging population in the United States.

Population projections show that by the year 2030, nearly 25 percent of the state's population will be older than 65. Delaware is doing more for senior drivers by striving to keep them safely on the road as long as possible. In 2010, the Delaware Division of Motor Vehicles formed the Senior Driver Task Force to determine what additional steps the state can take to respond to the needs of senior drivers. One measure was to launch a Web site for senior drivers, complete with information on driver's licenses, general car information, an online version of the DMV's Senior Driving manual, health information, self-assessment tests and reaction time games for drivers to test their skills.

For more information, visit: www.seniordriver.dmv.de.gov .

As of July 2010, the U.S. Census Bureau reported that 14.3% of Delawareans are 65 or older.

Seniors make up 13.4 % of Kent County's population, 12 % in New Castle County and 21.4 % of the population in Sussex County.

# Inside Story Headline

Delaware has already taken steps to improve the driving environment for not just seniors, but all Delaware drivers. Some of these teps include:

- Allowing all senior drivers 85 years and older to obtain a handicapped parking placard
- Enlarging street signs where possible, particularly at critical signalized intersections

Countdown pedestrian signal heads have been installed at over 100 intersections statewide, and are being included in all new and retrofit signal designs. Part of this pedestrian signal upgrade effort also includes increasing the pedestrian clearance time to meet or exceed new American with Disabilities Act standards. Audible pedestrian signals are being installed by request, as funds allow.

## Where do we walk?

Kent County has several sidewalks and footpaths to suit everyone's needs. Below is a summary of these amenities in Kent County.

Source: DelDOT Planning

| Sidewalks (as of 2008) | |
| --- | --- |
| Type | Miles |
| Asphalt | 7.4 |
| Concrete | 399.5 |
| Dirt | 1.3 |
| TOTAL | 408.2 |

| Footpaths (as of 2008) | |
| --- | --- |
| Type | Miles |
| Asphalt | 7.9 |
| Concrete | 5.5 |
| Dirt | 9.7 |
| TOTAL | 23.1 |

## Transportation Enhancement Projects

The Transportation Enhancements (T.E.) Program, established through federal legislation, is intended to encourage a more balanced, multi-modal approach to development. The T.E. Program provides funding for transportation related projects that further the cultural, aesthetic, and environmental goals of the communities in which they are built. Sidewalks, crosswalks, bicycle and multi-use paths, historic rehabilitation of buildings, and streetscape renovation are examples of T.E. projects.

Since 2006, six T.E. projects have been completed in Kent County:

**Clayton: sidewalk improvements**

**Camden: streetscape improvements**

**Wyoming: sidewalk improvements**

**Dover: sidewalk improvements on New Burton Road**

**Kent County: St. Jones River Greenway.**

## Safe Routes to School

Delaware's Safe Routes to School (SRTS) Program was established in September 2002 with the signing of Senate Bill 353 of the 141st General Assembly of Delaware. The bill directed the Delaware Department of Transportation (DelDOT) to create a program to encourage children walking and bicycling to school safely. Delaware's Safe Routes to School program provides grants to elementary schools and middle schools to plan, build and implement projects that encourage safely walking and bicycling to school.

In Kent County, Safe Routes to School is providing funding to projects at Fred Fifer Middle School, Central Middle School and Towne Point Elementary School.

# Kent County Bike Facilities

# Regional Bike Plan



## Inside Story Headline



"To catch the reader's attention, place an interesting sentence or quote from the story here."

## Inside Story Headline

## Rail

Norfolk Southern provides rail service through Kent County and lower Delaware. Food processors and chemical industries are the rail company's main customers. But trains also run through the county as they go up and down the state. A major rail yard in Harrington sends rail cars to Milford, western Sussex County, and the Eastern Shore of Delmarva via the Indian River Secondary track.

## Commodities

Many commodities come to Kent County by rail. Stone, coal and grain are the three major commodities.  Most of the grain is for chicken feed. Products like processed chicken and other finished products are transported by truck.

## Rail Safety

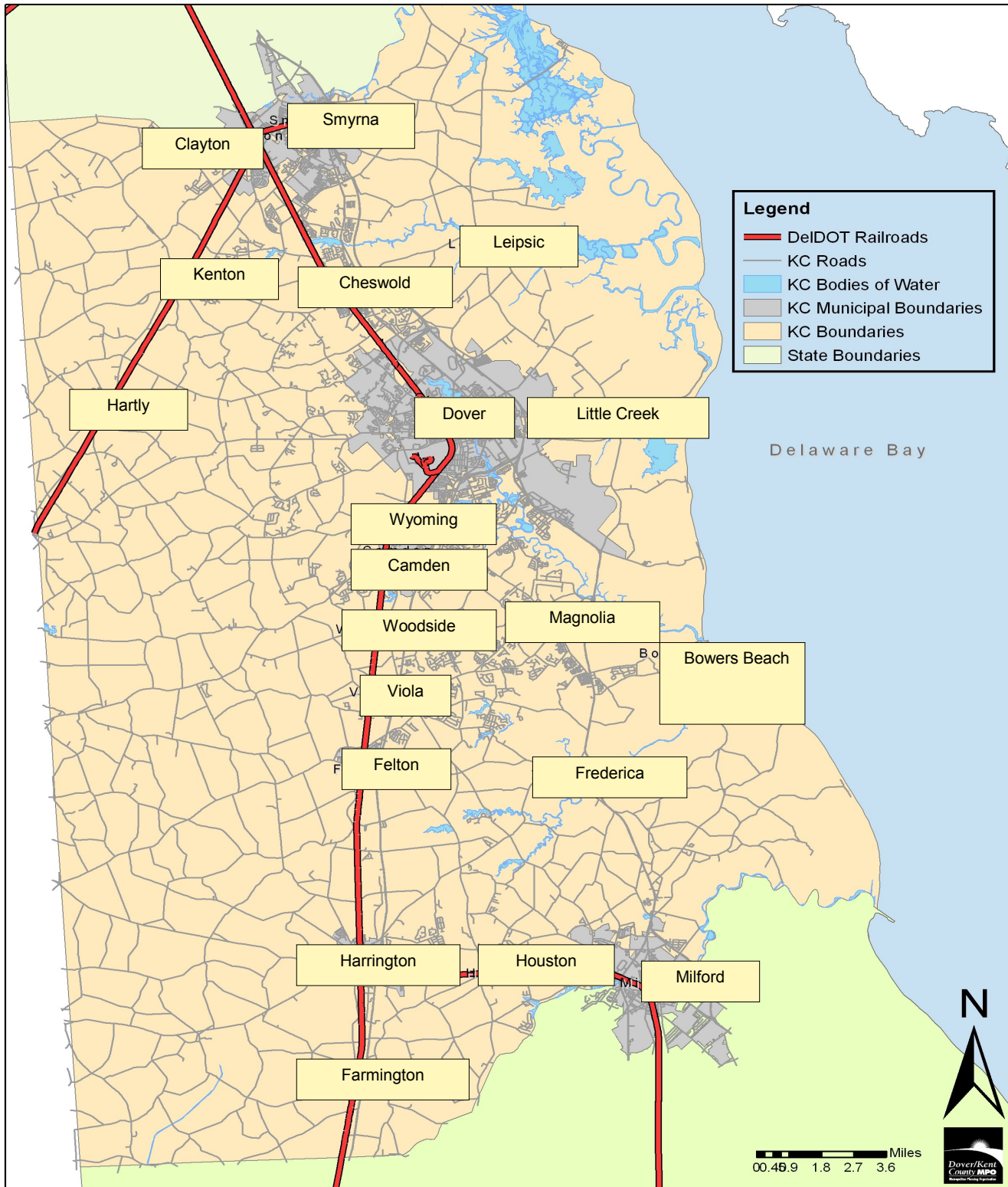A concern in rail safety is the increase in both rail and vehicular traffic. DART's Operation Lifesaver Program provides information to local communities and schools about safely crossing railroads.

Rail Source: DelDOT

Legend
- DelDOT Railroads
- KC Roads
- KC Bodies of Water
- KC Municipal Boundaries
- KC Boundaries
- State Boundaries

Smyrna

Clayton

Leipsic

Kenton

Cheswold

Hartly

Dover

Little Creek

Delaware Bay

Wyoming

Camden

Woodside

Magnolia

Bowers Beach

Viola

Felton

Frederica

Harrington

Houston

Milford

Farmington

N

Miles
0 0.45 0.9 1.8 2.7 3.6

Dover/Kent County MPO
Metropolitan Planning Organization

## Freight

Huge tractor trailers are everywhere, transporting tons of products. How many are on the road? There are Traffic Management Operations Study (TOMS) traffic recorders throughout Kent County that can differentiate between heavy trucks and other types of vehicles. The TOMS traffic recorders collect truck counts which are reported as AADT.
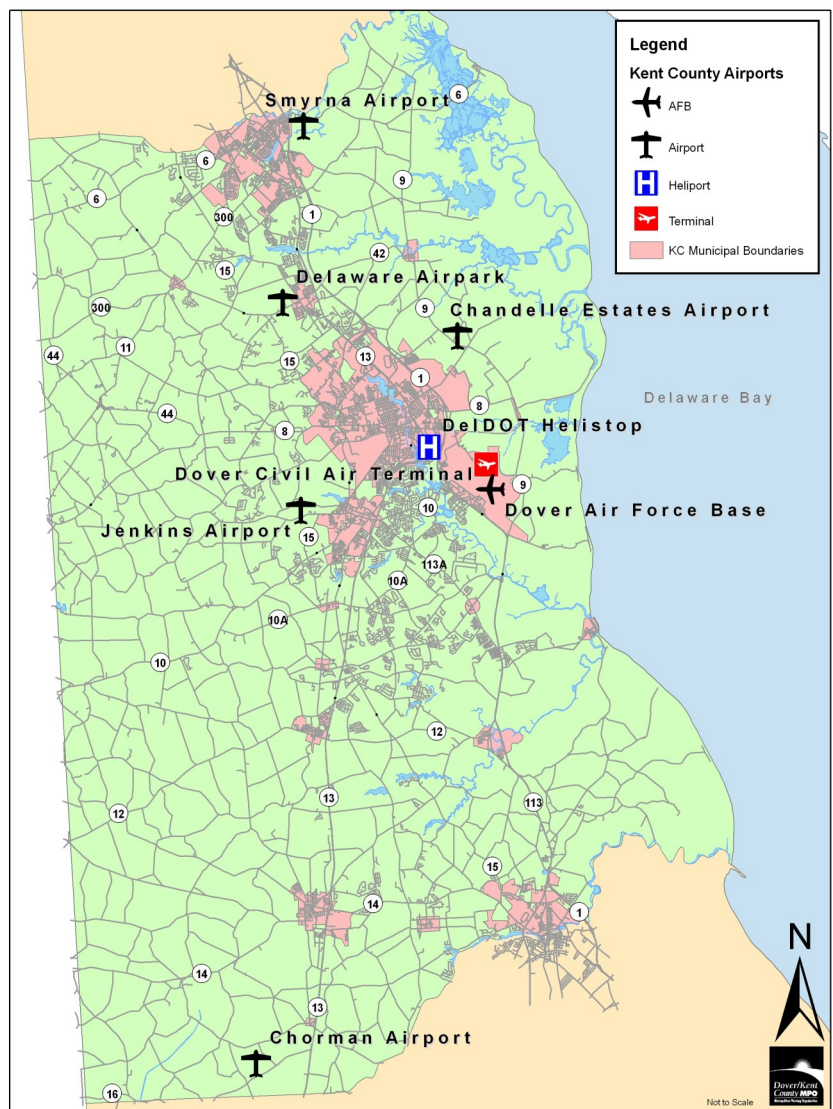
## Kent County Airports

These are Kent County's Airports including Dover Air Force Base, Del-DOT Helipad, and Civil Air Terminal.

The Delaware Airpark in Cheswold is home to 45 based aircraft and Delaware State University's flight training program, it serves both corporate and recreational flyers year-round. The airport is especially busy during the summer months when Delaware State conducts NASA and Air Force ROTC pilot training.

The Civil Air Terminal, adjacent to Dover Air Force Base, is operated by the Delaware River and Bay Authority under the terms of a special-use agreement with the U.S. Air Force. Use of the CAT is limited to aircraft having Prior Permission Requests (PPRs) approved by the DRBA.

(Source, DRBA Web site)

**Legend**

**Kent County Airports**

- ✈ AFB
- ✈ Airport
- H Heliport
- ✈ Terminal
- KC Municipal Boundaries

Smyrna Airport

Delaware Airpark

Chandelle Estates Airport

Delaware Bay

DelDOT Helistop

Dover Civil Air Terminal

Dover Air Force Base

Jenkins Airport

Chorman Airport

N

Not to Scale

# Money Obligated to MPO Projects

# Money Obligated to Projects

**Dover/Kent County MPO**

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· · · · · · ·

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This would be a good place to insert a short paragraph about your organization. It might include the purpose of the organization, its mission, founding date, and a brief history. You could also include a brief list of the types of products, services, or programs your organization offers, the geographic area covered (for example, western U.S. or European markets), and a profile of the types of customers or members served.

It would also be useful to include a contact name for readers who want more information about the organization.